

Intimations.

WM. POWELL,
LIMITED.

**GENTLEMEN'S
DEPARTMENT,**
28, Queen's Road,
(OPPOSITE THE CLOCK TOWER.)

**NEW
SPRING
GOODS.**

**FINEST
QUALITY
COLOURED
ZEPHYR
SHIRTS.**

**SILK
AND
CASHMERE
SHIRTS.**

**CELLULAR
SHIRTS.**

**THIN
UNDERWEAR
AND
HALF-HOSE.**

**LIGHT
NECKWEAR**

**PITH
AND
CORK
HELMETS.**

**LIGHT-WEIGHT
BUCKSKIN
BOOTS.**

&c., &c., &c.

Wm. POWELL, Ltd.,
HONGKONG.

Hongkong, 27th April, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 29th April, 1905, at 11 A.M., at the Hongkong
and Kowloon Wharf and Godown Company's
Godowns, Kowloon,
933 CASES CEMENT,
(Red Cross Brand),
in good order and condition.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 28th April, 1905. [517]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
MONDAY,
the 1st May, 1905, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
350 KEPS WHITE LEAD,
500 KEPS ASSORTED PAINT,
5 Bales SCARLET BLANKETS,
5 Cases INDIA-RUBBER SHOES,
&c., &c.,
ALSO
A LARGE ASSORTMENT OF
ENAMELLED WARE GOODS.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th April, 1905. [516]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 1st day of May, 1905, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor of One Lot of CROWN LAND at Causeway Bay, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	LOCALITY.	Boundary Measurements.				Contents in Square Feet.	Annual Rent.	Upset Price.
		ft.	in.	ft.	in.			
121	Causeway Bay	121	100	147	75	10,000	104	3,000

Hongkong, 22nd April, 1905. [503]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 6th May, 1905, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A LARGE ASSORTMENT OF
CHINESE CURIOS,
Comprising—
PEKIN CLOISONNE VASES and WALL
PLATES, BRONZE and BRASS VASES and
INCENSE BURNERS, SILK-EMBROIDERED
TEMPLE and PLACE HANGINGS,
SANG-DE-MUR VASES, SNUFF BOT-
TLES, BLACKWOOD SCREENS, &c., &c.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th April, 1905. [515]

Notice of Firm.

NOTICE.

THE Business of Dressmaking and Millinery hitherto carried on under the name of FLINT & CO. will from the 1st proximo, be carried on in the name of and styled MADAME JAY'S MILLINERY and DRESS-MAKING PARLORS, No. 4, Des Vaux Road, under the same proprietorship.
Hongkong, 26th April, 1905. [510]

Intimations.

**THE WISE MAN
BUYS A "SINGER," IT'S TRUE
ECONOMY.**

1 YEAR'S GUARANTEE!
FREE INSTRUCTION!
EASY PAYMENTS!
It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET,
Hongkong, 25th March, 1905. [48]

EMPLOYE de commerce, âgé de 29 ans, de nationalité Suisse, ayant déjà occupé d'importantes fonctions dans des grandes maisons, connaissant à fond de comptabilité en partie double, parlant couramment le Français, l'Allemand, le Hollandais, l'Italien et l'Anglais, désirerait une situation dans l'une des villes de la côte de Chine.
Très bonnes références—Appointements: de 5 à 6,000 dollars par an. Ecrire aux initiales L. V. au Journal "l'Opinion" de Saigon.
Saigon, le 2 Mars, 1905. [31]

A FOOK & Co.,
12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORS, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms.

Orders solicited.
Hongkong, 23rd February, 1905. [50]

THE IMPROVEMENT OF INDIAN COTTON.

The full text of the speeches delivered in the Vicerey's Council during the discussion of the Financial Statement for 1905-06 is now before us. Sir Denzil Ibbetson's remarks on the question of improving Indian cotton make very interesting reading. It is the practice to talk and write glibly of long and short stapled cotton and to assert that if India were to produce cotton of longer and finer staple than the short and coarser staple now grown, she could easily compete with the products of America and Egypt, and would probably be able to supply the Lancashire looms with all their requirements. Sir Denzil Ibbetson pointed out, however, that the problem is more complicated than would appear to be generally believed. The Lancashire manufacturer demands a long staple, while the Indian cultivator desires a paying crop. Indian cultivators, therefore, deliberately substitute shorter and coarser for longer and finer stapled cotton, since the former plant is more hardy than the latter, and less liable to injury from drought or excessive rain or insects; it can be planted later, so that a late monsoon can be awaited; it ripens earlier, so that nothing is to be feared from frost; and if the produce fetches a lower price per pound, the yield is so much larger as to more than make up the difference, while markets close at hand are ready to absorb the whole production. Lancashire manufacturers themselves take large quantities every year of India's much belied short-stapled and inferior fibre. They get it cheaper than they could procure it from any other source, and not unnaturally they would also like to get at a cheap rate from India the longer and finer stapled cotton suitable for the finer classes of manufacture. They want to be independent both of America and Egypt, and of cotton booms and cotton corners. But the day has passed when Lancashire occupied such a powerful political position in the United Kingdom that its manufacturers could manipulate industrial and commercial question of Imperial interest to suit their own local ends. The old saying, that what Lancashire thinks to-day England will think to-morrow, has lost its significance, and it is encouraging to see that the Indian Government is prepared to act quite independently in the matter of improving Indian cotton, and that the interests of the Indian cultivator are not to be subordinated to the needs of the Lancashire manufacturer. The problem is largely a commercial one. If the Indian husbandman can produce a cotton which will pay him better than the one he now grows, he will adopt it fast enough, and if the new produce is at the same time better suited to industrial needs than the present one, so much the better for everybody. But the prices upon which the comparison is based must be average ones, which can be depended upon with some certainty from year to year; and the Government would be incurring a grave responsibility if they applied an artificial stimulus to the cultivation of long-stapled cotton on the basis of prices which are probably accidental. At any time India may be left with a crop of cotton on her hands, long and fine as the staple may be, if its price has been artificially stimulated, for it is very certain that Lancashire will buy no cotton from her which she can get cheaper elsewhere. But this does not mean that no attempt ought to be made to improve Indian cotton, or to grow long-stapled and superior fibre, so long as the improvements are carried out on strictly commercial lines. The problem of improving Indian cotton is not a new one. India has been exporting cotton for the use of the Lancashire mills for over a hundred years, and during that period the question of improving the staple frequently arose. The latest special attempt to solve the problem was made during the cotton famine which followed upon the American Civil War. But the failure to arrive at any satisfactory results is now believed to be due to the problem not having been attacked from the right direction. The experiments were directed mainly to the introduction of exotic varieties, and were founded on no basis of scientific knowledge, and failed to effect any general or lasting improvement. The experiments were useful, however, because they proved that for the most part foreign cottons are unsuited to and undergo rapid deterioration under Indian conditions, and that we cannot hope to compete with the products of America and Egypt simply by importing seed from those countries and distributing it broadcast among our cultivators. The best hope of success lies in the improvement of the indigenous types upon lines indicated by modern science. India is the oldest cotton-producing country in the world. From time immemorial the cotton plant has been grown here and its fibre manufactured by the natives. India was once famous for the exquisitely fine textures of its cloths, produced from indigenous cotton and by native-hand looms. There ought to be no difficulty in this scientific age of improving the indigenous types of cotton up to the standard of the best Sea Island cotton for which America is famous. It is in this direction that the Agricultural Departments are chiefly working to-day. Experiments in plant-selection and cross-breeding are now being carried on in various parts of India. The work is still in the region of investigation and enquiry, and the botanical survey of Indian cottons, which is actively in progress and which will serve as the scientific basis on which practical experiment must rest, has not as yet been completed. The establishment of improved varieties of cotton must be a work of time; and when they have been established it will be necessary to start seed farms on a considerable scale to act as distributing centres. Without waiting for this, however, the Government have endeavoured to effect some improvement on less ideal, but less dilatory lines. Taking the local cotton crops as they stand, the Local Governments are collecting the produce of selected fields or plants, having it ginned separately, and distributing the seed

to careful farmers on easy terms. If this method is steadily applied to successive generations of plants, the effect must be to improve the cotton, for only the best seed is dealt with. The British Cotton Growing Association, which is composed of practical commercial men, is intimately interested in the problem, and, as is generally known, a syndicate has been formed under the auspices of Messrs. Shaw, Wallace, and Co., of Calcutta, for the production of longstapled cotton suitable for Lancashire mills. Burma offers not the least satisfactory field for conducting this important experiment.—*Rangoon Times*.

THE GORDON-BENNETT MOTOR CUP.

Representatives of eight European automobile clubs and one American discussed preliminaries for the races for the Gordon-Bennett Cup and the Grand Prix of the French Automobile Club, three weeks ago, when they met in Paris to consider the amalgamation of the International Cup race with a new Grand Prix to be founded by itself. The French delegates explained the reasons which had caused their Club to decide upon a new race. It was designed, they said, to satisfy the strong current of feeling which had manifested itself among members of the Club and among French manufacturers. The foreign delegates, at the same time, made known their opinions on the instructions they had received. This was before luncheon. The situation was that the French delegates found themselves presented with an ultimatum, wherein all the foreign Clubs represented decided to abstain from racing if the Gordon-Bennett Cup and the Grand Prix were run upon the same day. The French representatives pointed out that their Club could not and would not go back on its decisions. Other automobilists were as firm and the Frenchmen held a secret meeting and, after a further representation from the foreigners, the French Club gave way. It was then arranged that the race for the Gordon-Bennett Cup and the race for the Grand Prix should be two separate events. No dates for the two races were fixed, but it was agreed that a fortnight's interval should take place between them, the Gordon-Bennett Cup being decided first. It was also agreed that in so far as the expenses for the Gordon-Bennett Cup race were concerned, they should be shared by all the foreign clubs with the French Club. Both parties expressed themselves satisfied, and a general feeling of magnanimity seems to have prevailed. The representatives decided that from next year the Gordon-Bennett Cup race shall be transformed into an open race, in which the competing nations shall be represented in proportion to the importance of their industry. The method of fixing this representation was, however, left in abeyance. It was decided that the French Automobile Club shall organize three races on the Auvergne circuit, namely, the Gordon-Bennett eliminating race, the Gordon-Bennett race proper and the Grand Prix; in the improbable circumstance of the Government refusing to authorise an additional race, the Gordon-Bennett Cup race to be run in Belgium. Finally, in view of the petitions which have been circulated, and particularly of that one by which certain French makers declared they would not run their cars if the Grand Prix and the Gordon-Bennett Cup were separated, as has now been done, the French Automobile Club will, it is declared, acting on its own authority and in accordance with the rules, nominate three cars to represent France in the Gordon-Bennett Cup race. Whether the French makers will accept and comply with their decision remains to be seen, but there is reason to hope that they will.

COMMERCIAL.

TO-DAY'S EXCHANGE.	
London—Bank T.T.	105 1/2
Do. Demand	105 1/2
Do. 4 months' sight	110 1/2
France—Bank T.T.	110 1/2
America—Bank T.T.	51
Germany—Bank T.T.	100
India T.T.	39 1/2
Do. Demand	39 1/2
Shanghai—Bank T.T.	71 1/2
Japan—Bank T.T.	91 1/2
Java—Bank T.T.	11 1/2

4 months' sight L.C.	109 1/2
6 months' sight L.C.	110 1/2
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	46 1/2
30 days' sight Sydney and Melbourne	10 3/4
4 months' sight do.	10 3/4
4 months' sight Germany	104 1/2
Bar Silver	16 3/4
Bank of England rate	21 7/8

OFFICIAL QUOTATIONS.

To-day's quotations are as follows:—	
Malwa New	1,170
" Old	1,180
" Older	1,200/1,250
" Oldest	1,300/1,350
Per cent.	
India New	1,170
Penang New	1,140
Per cent. (Paper)	78 1/2/90

THE REAL THING AT LAST.

FUSSELL'S PURE RICH THICK CREAM, which by the bye, is always known by the "GOLDEN BUTTERFLY" on the tin, keeps excellently anywhere and everywhere. When opened, it is as fresh and sweet as though it had just been skimmed from the freshest dairy milk.

Nothing but praise has been received from those who have had it.
NO PRESERVATIVE OF ANY KIND IS USED.
THIS IS ABSOLUTELY GUARANTEED.
Fuller particulars, prices, booklets and samples on application.
SOLE AGENTS—

H. RUTTONJEE,
5, D'Aguiar Street, Hongkong.
37, Elgin Road, Kowloon.
Hongkong, 19th April, 1905. [58]

Intimations.

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING OF MEMBERS will be held in the CITY HALL, TO-MORROW, the 29th April, 1905, at 3.30 P.M.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 28th April, 1905. [476]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

FINAL NOTICE.

ALL SHAREHOLDERS who were entitled to a proportion of the NEW ISSUE and who have not applied for such must apply immediately.

Interest will be charged at the rate of Twelve per cent. per annum on \$10, the amount payable in respect of each Share from the 31st day of March, 1905.

No Application will be received after the 31st day of May next.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 26th April, 1905. [514]

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty-five per Cent. being Fifteen Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Cash at Exchange 73 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after this date to Shareholders of record on the 1st April, 1905.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.
Shanghai, 12th April, 1905. [489]

SANITARY BOARD OFFICE.

Hongkong,
TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the CENTRAL DIVISION of the CITY OF VICTORIA and the WESTERN DIVISION of KAU-LUNG occupied by members of more than one family must be Cleaned and Lime-washed THROUGHOUT by the owner during the months of March and April.

N.B.—The word "Throughout" used in this notice means, that the Houses should be Lime-washed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Landings, all Ceilings and the Under-sides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.
Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverley Street on the West. Kau-lung is divided into the Eastern and the Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-ma-tei service reservoir to the northern boundary of Kau-lung.

G. N. ORME,
Secretary.
Dated this 31st day of March, 1905 [506]

CIGARS.

IMPORTERS.
FINEST HAMBURG MADE
ROLAND VON HAMBURG
AT
\$4.00 per hundred.

FLOR DE MONDEGO
AT
\$5.50 per hundred.

Sold in
AIR-TIGHT TINS

AT
TUNG CHONG WO,
98, Queen's Road Central,
Opposite Central Market,
Hongkong, 25th January, 1905. [176]

OASE WEISMANN.

THE Public are invited to pay a visit to our new
TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN PASS BEER ON DRAUGHT.

Entrance—
No. 14, WYNDHAM STREET,
Hongkong, 22nd April, 1905. [46]

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VAUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible dispatch. Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904. [6]

Intimations.

S. MOUTRIE & CO., LD.,
PIANO AND ORGAN
MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second hand Pianos from \$200 upwards, and a written guarantee for a test period of TWO Years given for each instrument.

A large consignment of records at the low figure of \$1.80 each, 5% on wholesale orders. The largest and most varied Stock of Music in China. Inspection solicited. Our workmen are experienced men.

WE DEFY COMPETITION.
INSPECTION INVITED.
Hongkong, 14th March, 1905. [305]

THE FAMOUS MAB RAZOR
SHARP LITTLE SHAVE
WEIGHT LESS THAN 1 OUNCE

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$3), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vaux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.

Hongkong, 24th November, 1904. [63]

ESPECIAL OLD TOM GIN.

Marshall and Elvy's

Satinette

DOUBLY DISTILLED
AND OF
MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,
Des Vaux Road.

Hongkong, 11th May, 1904. [55]

THE WINE GROWERS
SUPPLY CO.



BARRETTO & Co.,
General Agents, Hongkong.

GUINNESS'S STOUT.

"THE CELEBRATED PIG BRAND STOUT"

is the Finest Bottling of Guinness's Stout.

"THE CELEBRATED PIG BRAND STOUT"

is the very Finest Stout brewed by Messrs. A. Guinness, Son & Co., Dublin.

"THE CELEBRATED PIG BRAND STOUT"

is not medicated nor chemicalized.

"THE CELEBRATED PIG BRAND STOUT"

Consumers wishing to drink perfectly pure Stout of the very finest quality should drink Pig Brand Stout.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout is better bottled, better packed, and has stronger packages than its rivals.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout gently assists digestion.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout is a food as well as a drink.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout may be recommended by medical men to their most delicate patients.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout has been celebrated for thirty years in the leading Colonial and Foreign Markets.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout is only slightly higher in price than other bottlings of Guinness's.

Per case of 8 dozen pints \$24.00
" " 4 " quarts \$12.00

BARRETTO & Co.,
Agents,
Nos. 23 & 24, Bank Buildings,
Queen's Road Central,
Hongkong, 16th March, 1904. [44]

Intimations.



**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED A.D.
1841.

**WINE AND SPIRIT
MERCHANTS.**

ALEXANDRA BUILDINGS.

**WATSON'S
CELEBRATED**

E

BLEND

**A WHISKY
OF
GREAT AGE
MATURE,
MELLOW
AND
FINE FLAVOUR.**

A Blend of the Finest, Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

**A. S. WATSON & Co.,
LIMITED,**

Hongkong, 1st April, 1905. [32]

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(Wm. POWELL & Co.'s old premises).

SANDEMAN'S & CO'S

PORTS.

	per doz.	quarts.
Sandeman's Invalid Port...	...	\$40.00
Sandeman's Two Crown Port...	...	21.00
Sandeman's Fruity Old Port...	...	22.00
Sandeman's Five Diamonds Port...	...	32.00
Sandeman's Very Crusty Old Port...	...	42.00

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

NOTICE
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$50 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 28, 1905.

THE SEASON OF EXODUS.

It has been said that "In the spring a young man's fancy lightly turns to thoughts of love," and judging from the number of unions celebrated at the various churches in Hongkong, of late, it would seem that there is much truth in the poetic dictum. But in the spring the thoughts of those who live in the Colonies and especially in the Far East also turn, whether lightly or sadly, to the Homeland, and the best evidence of that fact is found in the portentously long lists of passengers who are journeying to Europe by every steamer leaving Hongkong. In former days, the merchant and the assistant who left for the East considered that he was practically exiled for life; he either made a fortune and returned to his native land to enjoy it, or he languished for the remainder of his natural life in the colony to which he had emigrated. That has all been changed, mainly through the service of fast steamers which are continually on the track from East to West, and the moderate fares prevailing. At one time a visit to the East meant certain estrangement from early friends for such a period that the thread of friendship was snapped for ever, and the wanderer found himself on foreign land when he reached his native shores. He had been forgotten in the rush and turmoil of the day, and his place filled by others who preferred to remain in the home circle. He was looked at askance, and he had the soul-harrowing task of beginning all over again the work of "making friends." In many cases, the chilling reception, the look of unrecognition, and the stilted conventionality of everything palled on the "bird of passage," and with a snort of indignation he packed up his luggage, and returned to the land which had been his home for a score of years or more, and settled down among the faces which had become more familiar to him than those whom he once called his dearest and best. With the advent of quick steamers, rapid mail lines, and cheap fares a quiet revolution has been carried out. Few are left to linger for any length of time in the Colonies. They make periodical runs home, meet old friends, renew acquaintances which have not grown too rusty to be forgotten, and merge into the life to which they have been accustomed. A trip home is a mere nothing nowadays; it is a mere excursion to the seashore, so to speak, and the result is that those who are fortunate enough to have made the necessary arrangements are now studying passenger lists, and cabin places, with the intentness of a naval assessor, over a chart. A word of warning might, however, be conveyed to those who see visions of waving corn and feathery lanes in the near future. Unless passages are booked early, it is practically impossible to obtain berths on any of the regular steamship lines. The bookings are so well ahead that months may elapse—barring accidents—before the desired berth is obtained, so that time has to be taken by the forelock by those who wish a comfortable passage to the old country. Indeed, the P. & O. management have completed all arrangements far into the year, and it is only by a fluke that first or second-class passages can be provided. But flukes, like the unexpected, frequently happen, so that there may be hope for the dilatory after all. It is a significant sign of the times, however, that there should be such an exodus at this time of the year now-a-days, and it may be a proof that money is not so tight after all, despite the grumblings of those in business.

LOCAL AND GENERAL.

PRINCE Karl Anton von Hohenzollern will leave Yokohama on the 13th May on the steamer *Rosa* for Europe.

THE band of the 12th Baluchis will play on the New Parade Ground on Monday next, the 1st May, from 5 p.m. to 6.30 p.m.

THE s.s. *Lettitia* left Chinwantao on Wednesday with coolies for South Africa. She will call here and at Singapore en route to Durban.

THE s.s. *Idyll* sailed hence this morning for Chefoo to embark a further batch of coolies for South Africa. She will call here on her way to her final destination.

THE final shoot for the 500 yards April trophy in connection with the Hongkong Volunteer Reserve Association takes place at King's Park Range, Kowloon, to-morrow from 1.30 to 5 p.m.

THE masters of two launches licensed to carry passengers were this morning fined \$50 and \$60 respectively, for carrying passengers in excess of the number provided for by their licences.

AT the Soldiers' Club this evening H. E. the General Officer Commanding will present the prizes for the annual billiard tournament, cricket challenge shield and the football challenge shield. The final and deciding game for the billiard tournament between the Hongkong Police and the Sergts. Mess, R.G.A. will first be played.

SUBSCRIPTION lists have been recently tendered at various offices for the collection of funds, which it is purported will be devoted to the erection of a certain building of the Catholic Church. We are requested to state that the bearers of the subscription lists are in no way identified with the Roman Catholic priests in Hongkong.

YUAN Shih-kai has obtained the permission of the Throne to purchase 6,000 horses for the Yang Forces. These animals are required at once. He has ordered the purchase of some 2,000 forthwith at Changchikou, the rest may be bought later on. The officer in charge of the purchase has been authorised to draw from the provincial treasury of the province, Ts. 50,000.

BY kind permission of Col. W. G. B. Western, C.B., and Officers, the Band of the 2nd Bat., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, 29th inst.:

March—..... "Glad"..... Wagner
Overture to..... "Norma"..... Bellini
Valse..... "Eton Boating Song"..... Kaps
Selection from "The Yeomen of the Guard"..... Sullivan
Two Hungarian Dances..... Brahms
American Sketch..... "Down South"..... Nydleton
Selection of..... "English Airs"..... F. Godfrey
God save the King.

A DHOBBIE from Peel Street told the police that his premises and all the property therein had been seized by order of a writ from the Supreme Court, and he wanted the matter investigated. Investigations were accordingly made, when it was discovered that not only had the premises not been so seized but the washerman had pawned all the articles entrusted to him for washing, one household alone reporting the loss of her entire bundle of clothing and household linen, and from a boarding-house amounted to a large quantity. A search was made for the dhoobie, in order that he might explain matters, but it was found he had slipped and left no trace. The result is that the owners of the pawned linen have either to submit to their loss, or pay the pawnbroker for its redemption.

THERE looked like trouble in Robinson Road a few mornings ago when the peaceful slumbers of a weary resident were rudely disturbed at a most unseemly hour by strange sounds and strong epithets. Nipping out of bed and slipping a useful "iron" into his hip pocket—having of course first donned his nether garments—he proceeded to creep to the front door and, peering out into the darkness, was able to discern about a score of angry coolies chattering and gesticulating over one of their number who was in the hands of a sturdy constable. So threatening an attitude did they assume that Peel's progeny had to draw his revolver and the action apparently had the desired effect. When matters quieted down the coolie was able to explain his presence on certain property, and the resident stole back to bed as the clock in the hall struck four.

THE case in which an Indian charged his master, a shopkeeper at 57 and 59 Queen's Road Central, with assault, was called on before Mr. F. A. Hazeldan at the Magistracy this morning. It will be remembered that on the evening of the 11th instant, the complainant, who was a pedler in the employ of the defendant, returned to the shop and said he had not been able to sell anything at all. Ramoo Dass, it was alleged, then got very angry, and seizing an empty bottle belaboured Blachand over the head and hand, so that he had to be removed to the Government Civil Hospital, where it was found necessary to amputate a finger of the injured hand.—Mr. O. D. Thomson appeared for the complainant, and Mr. P. W. Goldring for the defendant. Hett and Goldring, was for the defendant.—Upon evidence being led it appeared from witnesses' statements that it was the brother of the defendant who used the bottle, and as he had only arrived from Manila the previous day, and went away again the following day, he could not be got at. Mr. Thomson elected to withdraw the charge, and the defendant was accordingly discharged.

It is known that a dispatch was received by the Japanese consul at Manila on 21st, addressed "Admiral Kakinuma, Manila," which indicates that he is expected shortly, says the *Cable News*. The dispatch is kept sealed and will be opened presumably only by the admiral himself.

IN connection with our Shanghai telegram giving details of the burning of the s.s. *Yuen Wo*, and printed in our issue last evening, it has been suggested to us that, as the wire might have been misread for the Hongkong agents of the vessel having furnished the information, it may be well to explain that the particulars were transmitted by our own correspondent at Shanghai. It seems to us obvious that, as the news was reproduced under the general heading of telegrams and printed in the same type as distinguished from that of local news and also immediately following another cablegram transmitted in the same message, the ambiguity could not have arisen.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

UNLICENSED PILOTS IN HONGKONG.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—The inquiry held in Hongkong yesterday into the circumstances attending the stranding of the steamship *Kong Nam* of Hongkong raises some interesting questions, at least from the lay point of view. The vessel was on a voyage from Hongkong to Kowloon, on the West River, under the charge of an experienced master mariner. After passing through the South Channel, a Chinese pilot, supplied by the ship's brokers, took charge or gave advice, and during the temporary absence of the master—a matter of four minutes—the pilot gave instructions to alter the course, which the Chinese steersman naturally obeyed. As the result of the deviation from the course set by the master, the *Kong Nam* sighted the wrong guiding light and went ashore. Fortunately no lives were lost, but the first question which will be asked is—Why was an unlicensed pilot permitted by the ship's brokers to take charge of the vessel? When the accident occurred the pilot disappeared, and in their judgment—which in our opinion was eminently correct in so far as Captain Frampton was concerned—the Court made no reference to the missing pilot. It was the master who was put on trial for an error which was not originally his fault. That he was exonerated will please all who follow sea matters, but can nothing be done about the pilot, whose action in changing the ship's course was the real cause of the stranding? It has been said before that there are plenty of licensed pilots in Hongkong, and that notwithstanding the denial of several master mariners who were anxious to qualify. If that be so, why should the safety of some 250 lives be entrusted to the temporary care of an unlicensed Chinese pilot? And having gone out of his way to alter the course, was that pilot not liable to punishment by the Court. Of course, he has disappeared, and it is doubtful if he will ever be seen again, but in these days when there is a very heavy traffic between Hongkong and the West River, it would be interesting to know how many unlicensed pilots have even temporary charge of the passenger vessels. Every week some thousands of Hongkong residents travel to Macao and Canton, and it would not be comforting to think that unlicensed Chinese pilots have full sway, even for a few minutes, over the lives on board. Perhaps the *Kong Nam* case may have the effect of remedying such a state of affairs if they exist in other boats, and if that result is attained the stranding of the *Kong Nam* will not have been an unmitigated evil.—Yours, etc.,
A. B.

Hongkong, 28th April, 1905.

ANNAM.

The Statesman's Year Book says of Annam: French intervention in the affairs of Annam, which began as early as 1787, was terminated by a treaty, signed on June 6, 1885, and ratified at Hanoi on February 23, 1884, by which a French protectorate has been established over Annam. Prince Bun Lam was proclaimed King on January 31, 1889, under the title of Thann Thai. The ports of Turane, Qui-Nhon, and Xuan Day opened to European commerce, and the customs revenue conceded to France; French troops occupy part of the "chateau" (called "Mang-Ca") of Hue, the capital (population 30,000). Annamite functionaries, under the control of the French government, administer all the internal affairs of Annam. The area of the protectorate is about 52,000 square miles, with a population in 1901 of 6,124,000, of whom 4,000 were Chinese and 250 European. The population is Annamite in the towns and along the coast, and consists of various tribes of Moie in the hilly tracts. There are 420,000 Roman Catholics. There are 5 secondary schools with 23 teachers and 50 pupils. The productions are rice, maize and other cereals, the areca nut, mulberry, cinnamon, tobacco, sugar, betel, manioc, bamboo, excellent timber, also caoutchouc, cardamoms, coffee, dye, and medicinal plants. Raw silk is produced, amounting annually to about 300,000 kilogrammes, one-third of which is exported, and the remainder used in native manufactures. There are about 215,000 head of cattle in Annam and cattle rearing is of some importance. There are iron, copper, tin, and gold in the province of Quang-nam, the mines are worked by natives. At Tourane coal mines are worked. At Yho-Lam 220 primitive furnaces (furnaces of iron) are in operation. The chief imports are cotton-yarn, cotton, tea, petroleum, paper, goods, and tobacco; chief exports, sugar and cinnamon. Local budget of 1902, revenue and expenditure each 2,100,000 piastres.

BLOCKADE RUNNING.

CAPTURED CAPTAINS IN HONGKONG.

Recent arrivals from Nagasaki by the s.s. *Monella* include Captain Robertson, of the s.s. *Rosely*, and Captain Tate of the s.s. *Lithington*, whose steamers were captured by the Japanese early in the year, when on voyages to Vladivostok with cargoes of coal for the Russians. Seen this morning by a representative of the *Hongkong Telegraph*, a joint question was at once put to him by both the captains who asked where the Hongkong papers got their information regarding mercantile marine matters. "From headquarters whenever possible," replied the reporter, "when not, from sources considered well informed." They seemed to doubt the accuracy of the statement in view of the items appearing in a local journal concerning their vessels, but passed on to give an account of their experiences when captured early in the year. Captain Robertson said that on the 11th January last, when in Lat. 36° 13' N. and Long. 130° 48' E. he sighted a Japanese cruiser bearing down on him and soon signalled him to stop. He considered discretion the better part of valour and shut off steam. A boat with an officer and six men then put off from the cruiser and went alongside the *Rosely*, which the officer and two of the men at once boarded. The officer inquired what their destination was and asked questions concerning the cargo, and to satisfy himself on the point had the hatches taken off. He then inspected the ship's papers, and subsequently signalled for a prize crew. This was speedily put on board, and the *Rosely* was then taken to Sasebo, where she arrived on the 13th January. An inquiry was held on the 14th, and as a result on the 19th he received orders to prepare to leave the steamer with the entire crew the next day. They proceeded to Nagasaki and there the sailors, firemen, officers and engineers put up at the Clifton House Hotel, one of the leading hostels of Nagasaki, where they were all well housed, well treated and well fed. Later on the captain gave the firemen and sailors passages to England and the men left on the Norddeutscher Lloyd s.s. *Byrra*. The captain denied that the British Consul at Nagasaki had anything whatever to do with sending the men home, as recently stated in print. They were sent straight home to Southampton, and their wages, he said, were to be paid to them up to date of their arrival in the United Kingdom, exactly in the same way as if the vessel had completed an interrupted voyage, and their agreement had terminated. For his own part the captain could not see where history came in about the men having grievances. When they were captured by the Japanese and taken out of the vessel they were treated very well, being in no way inconvenienced, and they lost nothing whatever. In fact they were given every consideration even to being put up at one of the first-class hotels in Nagasaki. Instead of, as might have happened, being away in some third or fourth class den, where there might have been plenty of cheap drink, but very little clean and wholesome food. As regards the officers and engineers of the vessel, they were detained at Nagasaki for one month at the request of the underwriters. They were also in the Clifton House Hotel during the whole time, with wages running on as if still on the voyage. At the end of the month they signed off the articles, were given six weeks' extra pay, and the officers and certificated engineers were each paid \$250 in cash so that they could make their own arrangements as regards their passages home, the uncertificated engineers receiving £47 each. "These are hard facts," he said, "and now that I am on the subject let me emphasize, with all the force at my command, the fact that at the present time there are far too many foreign seamen in the British mercantile marine, and when trouble arises on board, or there is friction between the crew and the captain and officers, it is almost invariably the foreigners that are at the bottom of it all. Captain Tate of the s.s. *Lithington* said his experiences were exactly similar to those related by Captain Robertson, except that he was captured on the 12th of January, about 70 miles east of Tsu-Shima Island by Torpedo Boat No. 72 and taken to Sasebo the same day. He left on the 20th, with his entire crew in company with Captain Robertson, for Nagasaki, where his crew was treated similar to that of Captain Robertson. Both the skippers speak in the highest terms of the treatment accorded to them by the foreign residents of Nagasaki also of the kindness and hospitality of the Japanese themselves. Captains Robertson and Tate leave together for home by the French mail on Tuesday next.

COMPLYING with the request of the Chinese Government, the Japanese authorities have a Tokio despatch to the Osaka *Asahi* says, appointed Mr. S. Nishiyama, a senior expert in the Mining Bureau of the Department of Agriculture and Commerce, to take charge of the tour of exploration which the Chinese Government has arranged in order to fully utilise the mineral resources of the country.

WHILE the s.s. *Yai Sang* was lying in Lybun, North Borneo, on the 14th inst., it is alleged that a fireman on board, named Man Yip, stole from the box of another fireman, named Lau Yau, \$54 in silver, and a promissory note for \$70, payable at sight at the On Kee Bank, in Jordan Street, Hongkong. The master of the *Yai Sang* was warned by wire of the theft of the note, and told to keep a look out for any one presenting the same for payment. His vigilance was rewarded when, this morning, Man Yip walked in, and presented the note for payment. He was immediately seized and handed over to the police, and is now in the lock up awaiting his appearance before one of their Worthships at the Magistracy to-morrow morning.

"NO THOROUGHFARE"

BURLINGAME NOTICE AT HONGKONG HOTEL.

An amusing example of what the radical would be pleased to call red-tapeism has provided many a laugh in Hongkong to-day. As everybody knows, there is a long passage running through the Hongkong Hotel connecting Queen's Road with Des Voeux Road. Since the Hotel was opened it has been one of the most popular thoroughfares in the city. At all times of the day and night people would be met in the passage, some honestly taking a short cut, others waiting for the bars, and then again others who sauntered along to see whom they could see. Everybody in Hongkong has taken advantage of the passage. In the centre there are a couple of swing-doors, which a Chinese boy opened and closed as people approached. But now, alas! that Chinese boy is without employment. His arduous task is one for an arbitrary Government, have stepped in, and "advised" the barricading of the passage. This forenoon there was a big plank across the door, surmounted by the legend—"No Thoroughfare (by order of the Government)." Busy men in a hurry to make that extra half-cent commission rapped their heads against the barricade. Hurrying clerks, who had just spent half-a-minute too long in watching a fine billiard stroke, ran at the barricade as if they thought they were being made the victims of a joke; then sadly they retraced their steps and went round by Pedder Street. The lazy casual meandered up to the sign, ready to, wondered, and read it again. Then the questions began. And here the management of the Hotel made a huge mistake. They should have had eight men to give a full and true explanation of the reason for this "No Thoroughfare" notice—two at each entrance to the Hotel, which makes six, and one on each side of the barricade. The explanation, or half of it, is rather funny. An American sailor got slightly elevated one night—"cornered" he would call it. He pushed through the swing-doors and met a lady on the other side. The said scoundrel, forgetting his manners, squeezed through and brushed against the lady. Disgraceful! The lady was decidedly annoyed. But, live all the fair sex, she said nothing. Marvellous! The lady knew better than to complain of the management. She went to the Government and her arguments were so strong, and virile that the Government went down on their bended knees and said in chorus—"It should not happen again, oh no; it shall not happen again," while the band played on. The Lord High Chancellor, or whoever represents that dignity, and the lady sang a duet—"We will show them what we are" and the comic opera proceeded. Then came the letter, from the authorities, "advising" as we said before, that the door must be blocked up, otherwise whether there was or was not a hint about the lady's is another story. So now the door is barricaded by a thick plank, the Chinese usher is "grounding" in the corner, and a lot of people, wrathful, amused, or expiatory, according to their several natures, are commenting on the sign—"No Thoroughfare, (by order of the Government)." Will it be necessary to put up red lamps on each side of the barricade at night, and erect sentry-box arrangements for night-watchmen?—*Nous verrons.*

THE TOKIO MARINE INSURANCE CO., LD.

The report presented to the shareholders at the forty-fifth ordinary general meeting held at the office of the Company, on the 4th inst., and forwarded to us by the local agents the Mitsui Bussan Kaisha, is as follows:—

The Board of directors beg to submit to the shareholders the accompanying audited statement of accounts with balance sheet to the 31st December, 1904.

Profit and loss account, 1904, and Former Years. The balance in hand on this account at the beginning of the year was yen 1,531,467.84; during the year the total disbursements have amounted to yen 131,430.594. The directors recommend the payment of a dividend of 14% out of this account, which will absorb yen 56,250.000 and (that the balance of yen 1,345,787.390 be carried forward).

Working Account, 1904. The net premium for the year amount to yen 1,515,102.647, against which net claims and losses have been settled aggregating yen 379,836.996 or 21.17%; the expenses amount to yen 146,490.963 or 9.67%. There therefore remains a balance of yen 1,048,774.688 to which has to be added interest of yen 22,146.000.

Investments. With a view to providing for any eventual fluctuations in first class securities, the prices in the accounts are considerably below those prevalent on the 31st December.

Surplus. The funds in hand in excess of capital stand at Yen 2,604,958.308.

Directors: Messrs. H. Shoda and S. Sasaki retire from the board, but again offer their service to the shareholders.

Auditors: Messrs. M. Futatabi and S. Tajima retire, and offer themselves for re-election.

By the Board of Directors
Tokio, 15th March, 1905.

SHIPPING AND MAILS.

MAILS DUE.

American (*China*) 29th inst.
French (*Ernest Simon*) 1st prox.
German (*Prinz Waldmar*) 1st prox.
Canadian (*Empress of Japan*) 1st prox.
Indian (*Sulgrave*) 2nd prox.
Indian (*Kumintang*) 9th prox.

The H.A. Line's *C. Ford* leaves from Hongkong for Singapore on the 29th inst. p.m., and may be expected here on 3rd prox.

The S.S. Co. P.R. Co's *Empress of China* which left Hongkong on 29th ult., and Yokohama on 24th inst., arrived at New York on 24th inst., thus making a transit of 28 days from Hongkong and 29 days from Yokohama.

TELEGRAMS.

[Reuters.]

French Neutrality

AT SAIGON.

LONDON, 26th April. Saigon wires that the French authorities deny that any of the crew of the *Diana* are missing. Portions of the machinery were lately removed because the Commander wished to change the anchorage, and the authorities were anxious to avoid the slightest appearance of a breach of neutrality.

The King in Paris.

Later.

The King maintains incognito in Paris. His Majesty will dine with President Loubet on Sunday and remain two or three days after.

The visit is regarded as an important political event as an affirmation of the entente and Morocco, *vis a vis* to Germany.

New Russian Minister at Peking.
M. Pokotiloff, a director of the Russo-Chinese Bank, has been appointed Minister to Peking.

Record Cotton Crop.

The cotton crop of the United States is an extraordinary one, exceeding the world's record by two and a half million bales.

THE BALTIMORE.

GERMAN STEAMER STOPPED.

The captain of the German steamer *Keong Wah*, which arrived in port this morning from Hoihow, reports that at 7.30 p.m., on the 23rd inst., when outside of Kumrah Bay, on a voyage from Bangkok to Hoihow she passed ten warships of the Russian Fleet. An hour later she sighted 19 other vessels of the fleet and a torpedo boat turned her searchlight on the *Keong Wah*, and signalling her to stop bore down and questioned her as to her nationality, destination, and nature of cargo. The captain replied that his destination was Hoihow, but the Russians appeared not to know where that was and questioned the captain as to its locality. The *Keong Wah* had a large number of Chinese deck passengers, and these crowding to the side caused the Russian to ask who they were and where they were going. On being informed that they were Chinese returning to Hoihow the Russian appeared to be satisfied, and told the *Keong Wah* she might proceed. She did not show anything on her way here from Hoihow.

THE TROUBLE IN CRETE.

PROCLAMATIONS ISSUED.

Prince George recently issued a proclamation to the Cretan people declaring that he is profoundly grieved by the revolutionary movement, which has greatly distressed him. He deeply deplores the fact that two generations have been wounded. His highness asserts that the promoters of the movement are leading the people astray, and calls upon the inhabitants to remain calm. The national interests of the island, he concludes, will be impaired by such an illegal movement, which will have the most ruinous consequences for the country.

The gathering of insurgents at Therisso has now declared itself to be a Provisional National Assembly, and M. Papayannakis, who has been chosen as its president, has, in turn, issued a proclamation addressed to the foreign Consuls. It declares that the Cretan people are governed under a system which is almost one of absolutism, and that their representatives have, therefore, gathered in general assembly to proclaim the union of Crete with Greece.

The proclamation expresses gratitude to the Powers for their action in the past, and begs them, in consideration of the demands of civilisation, not to enforce, protect, or impose a continuance of the present regime by force.

It then formally declares that the National Assembly proclaims the union with Greece of the whole island outside the limits of the points occupied by the international troops as fixed in 1897, the portion of the island to which the proclamation applies thus being those parts governed by the Cretan Executive Committee at that period.

Fresh reinforcements of Cretan gendarmery have arrived at Careia from the eastern provinces of the island whence they have been brought by the Russian gunboat *Krabyr*.

AMATEUR LAWYERS.

"THAT MAN THOMAS."

During the opening of a case in the British Court for Siam at Bangkok the other morning the following observations were made:—

His Honour: Is the defendant represented?
Mr. Gibbins: I believe he has a hanger-on of the Court at his elbow—that man Thomas, who is doing solicitor's work without being properly qualified.

At a later stage defendant desired to hand in a written statement of his defence.

Mr. Gibbins objected that this was the work of "that man Thomas."

Defendant then protested that he could not speak Malay. He wished Thomas to act as interpreter.

The Court, however, refused to allow this. Mr. Gibbins remarked that Thomas always persuaded people to say they could speak nothing but Tamil.

Eventually the defendant succeeded in understanding Hindostani as interpreted by Mr. MacMullen. The case was ultimately dismissed.

FARNHAM, BOYD & CO., LTD.

A HONGKONG INVESTOR'S VIEWS.

STRONG CRITICISM OF MR. TWENTYMAN.

Following on the interesting telegram on the subject of the action taken by Farnham, Boyd & Co.'s shareholders in Shanghai, exclusively published in the *Hong Kong Telegraph*, and the correspondence which passed between leading representatives of the shareholders and Mr. J. R. Twentyman, the managing director, in the course of which the shareholders threatened to call a special meeting unless the details of the projected sale to a London Syndicate were divulged, a representative of the *Hong Kong Telegraph* obtained an interesting interview with a local gentleman who is a shareholder in Farnham, Boyd & Co. of several years' standing, and holds an important and recognised position in Hongkong.

Questioned regarding the present position of the Company, the shareholder in question remarked: "The refusal of Mr. J. R. Twentyman to disclose the results of his visit to London is unsatisfactory, because the Company is placed in a position of uncertainty. At the meeting held last September, Mr. Twentyman's statement that an offer had been made for the purchase of the Company by a London Syndicate was looked upon as a *bond fide* proposal, or, as it is called in business, 'a firm offer.' But to-day, after an interval of six months, the position of the shareholders is just as uncertain as ever it was. The shareholders never suggested to Mr. Twentyman that the Company should be placed on a gold basis. Indeed, in my opinion, the majority of the shareholders would be quite content if the silver basis was retained, and the head-office of the business be kept, as at present, in the East."

CONFIDENCE SHAKEN.

"Another effect of Mr. Twentyman's refusal to give the shareholders full information is that the confidence which they should repose in the managing director of the concern has been greatly shaken. If the shareholders had been told, plain and straight, what Mr. Twentyman had done in London, how matters stood, and what he proposed to do in the future there would have been a clear question before the shareholders, but instead of that, Mr. Twentyman, after wasting time and money in London—and I presume that the Company will have to pay the piper—adopts a most arbitrary attitude, and declines to submit that information to which the shareholders are entitled under the constitution of the Company."

THE *BONA FIDE* INVESTOR'S POSITION.
"How have the shares of the Company been affected by this position of affairs?"

"When it was stated that Mr. Twentyman had received a 'firm offer' the shares were driven up to 185 taels and they are listed to-day at 115. Considering the intrinsic value of the business and the unique position the Company enjoys the shares are worth fully that much, and if we are to take into account the prospective value of business in the immediate and more remote future, there is no question but that the present quotation is easily susceptible of a marked appreciation. But the system of blowing hot and cold, places the stock at a disadvantage so far as the *bond fide* investor is concerned, and, of course, very much more so for speculators. What the object was in running up the value of the shares individual shareholders will, no doubt, have their own opinion."

HONGKONG SHAREHOLDERS' OPINION.

What is the opinion of Hongkong shareholders regarding the recent action of the Shanghai conferees?"

"Hongkong shareholders have been very disappointed that Mr. Twentyman has withheld the information from them to which they were justly entitled. They consequently endorse the suggestion of the Shanghai shareholders to call a special meeting, so that the question may be threshed out while it is fresh in the mind, and before it has lapsed into oblivion. Many of the Hongkong shareholders, as a matter of fact, freely express the opinion that there was never any chance of selling the undertaking to a London Syndicate, whose existence they regarded with considerable dubity. Why should the shareholders wait until the end of July for the information they should receive now? We ought certainly to know who are the members of this London Syndicate, and its *personnel*, otherwise their substantial standing is apt to be doubted. It is six months now, since we heard of the scheme and we are quite as much in the dark concerning the details as we were at the outset."

"A GOOD INVESTMENT."

"Farnham Boyd & Co.'s shares are still regarded as a good investment, of course."

"Yes, I think the majority of people are of that opinion still, and the more so that the administration of the business is controlled by a Board of Directors in China. There are fully 7,000 to 8,000 shares held in Hongkong."

SOME RECOMMENDATIONS.

"Have you any recommendations to make for the benefit of the shareholders of the Company?"

"I hold now as I did six months ago that the Company should sell the property known as the Old Dock. The capital should be reduced by 20 per cent., bringing it down to something like 4,416,700 taels (with a paid-up value of share of 715.80), which would in no way impair the earning capacity of the Company. They would then be in the position of holding, as they do now, solid assets, while the earnings of the Company would be in no way reduced. The Company has no use for the Old Dock; it lies there as so much unproductive capital, so far as the Company is concerned; but it is a valuable asset all the same, which could be converted into money."

THE DIRECTORATE.

The opinion of the Shanghai shareholders that the Board of Directors should be largely composed of independent outsiders was cited.

"I am in entire agreement with that suggestion. As constituted at present the Board is largely composed of employees of the Com-

pany—a thoroughly anomalous arrangement. Being employees, their mouths are shut; they are in the hands of the managing director. Of course, the shareholders have themselves mostly to blame for having elected such a Board. If independent men had been appointed to the Board in the past matters would never have reached the lengths they have. I should say that some of the partners of the leading shipping firms in Shanghai should be elected to the directorate of Farnham, Boyd & Co. For instance, there might be representatives from Jardine, Matheson & Co., Melchers & Co., Ibert & Co., and other large firms. As it is now they have their own employees at the head of affairs, an extraordinary state of things."

WHO PAYS THE PIPER?

"Some one ought to ask at the next meeting what expenses were incurred by Mr. Twentyman on the occasion of his long visit to London. Is the Company to be debited with them? But it may be taken for granted, I am afraid, that the Company will have to pay."

THE LATEST LONDON PROPOSAL.

Reference was made to the new proposal from the London Syndicate referred to in Mr. Twentyman's reply to shareholders as follows: "No steps are being taken by the Directors in regard to future negotiations, but a telegram is stated to have been received from the Syndicate here on April 15th that another proposal had been mailed to us. We are now waiting its arrival."

"It may be," remarked the Hongkong shareholder, "that the London people have offered a little better terms. But it may also be that the Managing Director wants to burke discussion and shelve the affair for three months. As far as the business goes it ought to be the leading commercial enterprise of Shanghai and it ought to occupy a particularly sound position. No doubt, it would be, in a very solid state if it were not for all the tinkering to which it has been subjected of late. The fact is, the Company is far too much under the control of Mr. Twentyman; so much so that the shares have no stability. In asking people to wait until July to learn about events which happened in London in November last, Mr. Twentyman seems to be arrogating to himself the position of sole proprietor of the Company instead of recognising that he is only a servant of the shareholders who are the real proprietors. If Mr. Twentyman has another scheme coming from London, and is waiting for the documents which are on the way, why did he not tell us that fact when he issued the last circular letter to the shareholders or why did he not issue another circular, or communicate the fact to the Press, so that we might have known there was another scheme coming from London? This, by the way, embodies such preposterous terms that, were the shareholders to assign their undertaking, the fortunate Syndicate would be made a gift of a very valuable business with substantial assets for about a third its actual value in cash and the balance of a nominal paper value which may, or may not, realize its scrip worth in the future. It was well that the shareholders published the correspondence so that we might all know what was happening. Whatever Mr. Twentyman tells us now is because his hand was forced, so he says that another scheme is on the way. If his hand is forced still further he will have another scheme on the way from London; and so on *ad infinitum*. That is his game. I have always looked upon Farnham, Boyd & Co. as a very fine investment and so it would be if Mr. Twentyman did what any sound business man would do. The Company is overcapitalised—unnecessarily so—and it burdens itself with assets that cannot be used in the business. Yet the Managing Director adopts a dog-in-the-manger policy of keeping the shareholders out of the returns from which they might reasonably expect to make a profit. They don't use the Old Dock, and it has valuable river frontage and could be disposed of at a satisfactory price. Indeed, an offer was made which would represent a useful return to scrip-holders."

THANKS TO SHAREHOLDERS.

"In making these letters public," remarked the Hongkong investor in conclusion, "I think the gentlemen whose names are appended to the protest ought to be thanked by the large body of shareholders for the independent action they have taken in the matter. And this to be hoped that they will continue their campaign until things are placed on a more satisfactory footing."

PLAGUE PRECAUTIONS.

HINTS AGAINST INFECTION.

A few hints as to the precautions to be taken against plague, issued by the Plague Commissioner of Rangoon, should be of interest to residents in Hongkong. They are as follows:—Do not sleep on the bare ground at night, but on a bed or charpoy or box; do not touch a dead rat with the hands or eat grain in which dead rats have been found; throw outside the dwelling all waste which rats will eat or on which flies will settle; kill all the rats and mice in your house; avoid the breath and do not touch the face of a person dying or dead from plague; do not shut up sleeping rooms at night, but allow plenty of fresh air to come in; wash all clothing and bedding and dry them in the sun every week."

THE WEATHER.

On the 28th at 11.40 a.m. The barometer has fallen over NE. Japan and the Philippines and risen over W. Japan and N. China.

An area of low pressure appears to be lying to the East of the Southern Philippines. Pressure remains high over N. China.

Gradients continue slight over S. China, and moderate E. winds will probably prevail in the Formosa Channel. Over the N. part of the China Sea gradients are increasing and the wind will probably back to E. and NE. and freshen over that area.

Forecast—moderate E. winds (fair)

BAZAAR AT MACAO.

A SUNDAY RESORT FOR HONGKONG VISITORS.

We are requested to state that a bazaar will be opened at Macao on Sunday next; the joint instant, at two o'clock in the afternoon, in aid of the funds of the Orphanage of St. Antonio. The articles which will be on sale are the work of the orphans themselves, and represent a variety of useful and ornamental objects which should appeal to those who are making collections of Eastern curios, as well as to those who desire something that is artistic for the home. There will also be displayed of the usual goods found at bazars all the world over, and all taxes should find something to meet their fancy. It is hoped by the Committee in charge of the arrangements that, considering the proceeds are to be devoted to the charitable objects of the institution, there will be a large attendance at the bazaar, and that the patronage of visitors from Hongkong will, as on former occasions, be extended to the sale. One feature which might be mentioned is that special facilities will be accorded Hongkong residents to visit the Portuguese Colony by the many steamers leaving for Macao on that day. The Orphanage of St. Antonio is the outcome of one of those philanthropic movements which have gained for the community so much esteem and respect in Macao. Every year hundreds of children, mostly of Chinese parents, are received into the Orphanage, clothed and educated. With the exception of a small donation granted by the Portuguese Colonial Government, the institution has to rely entirely on the munificence of the public, and it is to be trusted that the efforts of the teachers and children on this occasion in presenting their handwork of the year may be worthily recognised. Of course, the best form of recognition is to clear the stalls, and as Hongkong visitors, when they go to Macao are on holiday bent, it may be expected that the result of the bazaar will eclipse all expectations. It may be added that the Orphanage of St. Antonio is close to the famous Camões Grotto.

THE REACTION OF JAPAN.

Now that the war in the East is running to its close we are finding time to think about it. A good many people, as they contemplate the triumph of Japan and its possible results, are filled with something like the feeling which Rosalind in "As You Like It" expressed to Orlando, when that youthful hero had defeated the great bully of the prize ring.

"Sir, you have treated well and overthrown more than your enemy."

We are all a little jaded just now. If I turn to one column of my newspaper, I see a long list of books published or republished on Japan. If I look at another, I read a report of a lecture by Baron Suematsu; before a highly select audience, giving an account of the principle which animates the intellectual aristocracy of Nippon. I learn that the ladies of New York and the officers of the British army are absorbed in studying the noble science of *jiu-jit-su*; and when I go out to dinner I find that the customary dietetic conversation is pleasantly varied by an excursus on the manners of Japan in this particular, and I am exhorted to conform to the exhilarating Japanese custom of *brea* fasting on an onion and dining on a plate of rice with weak tea.

In any case the victories of Japan, and the successes of this nation in peace and war, have disturbed our conception of things. We have to revise our outlook on the world, and readjust our angle of vision. Ideas which have been traditional for centuries have been rudely shaken. It is long indeed since the nations of the Teutonic and Celtic and Latin stocks have had even to admit the possibility of rivalry on this planet. We were free to quarrel among ourselves, secure in the conviction that the "inferior races" could play no more than the part of interested spectators. That they should take a hand in the game seemed almost as unnatural as it must have been to Gulliver when he reached a land where the men drew the carriages and the horses sat inside.

For centuries the East has been falling back before the West. Civilisation, in our haughty conception, has had a special and limited meaning. Even Stubbs, that catholic and comprehensive historian, thought that the only peoples whose annals were really worth studying were those northern races which had graven the ethics of Christianity on the culture of Greece and the jurisprudence of Rome. That, until the other day, was the orthodox theory of human progress. Liberty, law, education, invention, discovery, all things of which we are proud, are supposed to trace back ultimately to the union above mentioned. Without them there could be no true civilisation; only a certain mechanical proficiency in material arts, like the decorative work of the A.R.s, or some mere fighting instinct, such as that of the Turks or the Mongols. In war or peace the East could never be more than second best, childish, barbaric.

But the event of the past twelve months gives us pause. Here we have to do with a people which has not and never has been, Christianised, Romanised, or Hellenised, and which, apparently, has in its veins no single drop of the white man's blood. And this people has only to set itself to the business to show that in most of the things which we regard as the peculiar products of our European civilisation, it is equal to the best of us. We have grown up in the belief that in this rather vital matter of warfare no Asiatic or Oriental race could really hold its own with Europeans. We know now that this axiom requires to be modified.

But the Japanese have clearly other qualities besides those of the soldier. Does civilisation mean a high intellectual culture, the deepest feeling for art and beauty, the gift of organisation, the love of order, decorum, discipline, and justice? All these qualities and aptitudes the Japanese seem to possess. It was startling for our critics to find that these distant islands had mastered the secrets of colour and workmanship. The show of Japanese objects at the

first French Exhibition left upon our artists an impression which is not likely to be effaced. If there had been no Japan there would have been no Whistler.

It is, however, on the ethical side that this revelation from the Far East is most striking. We of Europe and America have always been able to comfort ourselves with the thought that morality, in its highest sense, was our own special prerogative. It is the white man's privilege. Yet we are confronted with a non-Christian Eastern people, which is not only brave, but orderly, temperate, generous and humane; which is said to have carried self-control self-restraint to a pitch beyond the reckoning of our philosophers and divines; and has developed the loftiest code of honour, patriotism, and devotion to duty. We cherish the memory of a single hero, hero and there, like that Swiss of Sempach, who gathered the points of the hostile spears into his breast to make an opening for his comrades. But whole battalions of the common men of Nippon act like that. In the trenches before Port Arthur a Japanese colonel calmly gave the command: "The honourable front rank will throw itself on the enemy's bayonets." The honourable front rank instantly obeyed. They flung themselves upon the spikes, and made a causeway with their willing bodies, over which their companions marched. A regiment of Arnolds von Winkelried! And those who thus outlive the self-immolation of the warrior ants and the Ghazis, are not soulless or mindless machines, but men of intelligence and sensibility. There must be a good many persons who are asking themselves whether the ethical system which has produced such extraordinary results, is not worth study. The Russians believe in their faith as no other Christian people do, unless it be the Spaniards. And if we look at the recent history of Russia and Spain on the one side, and then at Japan on the other, the result is a little disturbing. We remember that at the beginning of the New Era the Mikado sent a commission of statesmen to study the institutions of Europe and America. The commissioners recommended an adaptation of the British Navy, Prussian finance, American education, and so on; but they reported that no reproduction of our religious or ethical systems was worth considering. In these matters Japan had nothing to learn from the West. Perhaps she may have something to teach.—Ex.

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks	...\$730 b.	London	...£80.10
Union Insurances	... 700 sa. & s.		
National Banks	... 37 sa. & b.		
China Traders	... 364 b.		
North-Chinas	... 85		
Yangtze Insurance	... 163 b.		
Canton Insurances	... 285 b.		
Hongkong Fires	... 327 1/2		
China Fires	... 86 s.		
H. C. & M. Steamboats	... 26 1/2		
Indo-Chinas	... 122 b.		
China and Manilas	... 21 s.		
Douglases	... 34 1/2		
Stars old	... 37 1/2		
do. (new)	... 28 1/2		
Shell Transports	... 216		
China Sugars	... 224 1/2 b.		
Luxons	... 27 b.		
Charbonnages	... 490		
Rabbs	... 4 s.		
Docks	... 205 s.		
Hongkong Wharfs	... 107 s.		
Amoy Docks	... 21 sa. & s.		
Farnhams	... 157 b.		
Hongkew Wharfs	... 190		
Hongkong Lands	... 127 b.		
Kowloon Lands	... 391 b.		
West Points	... 55 s.		
Hongkong Hotels	... 140 sa. & b.		
Humphreys Estates	... 124 b.		
Shanghai Lands	... 115 s.		
Two Cottons	... 40 b.		
International Cottons	... 40		
Soy Chee	... 180		
Hongkong Cottons	... 161 s.		
Bells Asbestos	... 51		
China Providents	... 8 1/2 s.		
Dairy Farms	... 17 sa.		
Febwicks	... 32 1/2 s.		
Green Island Cements	... 27 sa.		
do. (new)	... 17 sa.		
Hongkong Electrics	... 17 1/2		
do. (new)	... 11 1/2		
Hongkong Ices	... 24 1/2		
Waterboats	... 18 s.		
Morning Post	... 23 s.		
Laundries	... 44 b.		
A. S. Watsons	... 134 b.		
do. (new)	... 13		

The Korean Government has decided to introduce a great reform into its monetary system, and new coins are now being struck at the Japanese Government Mint at Osaka. The order now being completed; there is reported to be for Yen 50,000 worth of 20-yen gold, Yen 1,500,000 worth of 50-sen silver, Yen 1,500,000 worth of 20-sen silver, Yen 2,000,000 worth of 5-sen nickel, and Yen 2,000,000 worth of 1-sen copper; a total value of Yen 7,000,000.

To-day's Advertisement.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR."

Captain E. Fey, will be despatched for the above ports on TUESDAY, the 2nd May, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED.

Hongkong, 28th April, 1905.

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, APRIL 29TH, 1905.

DINNER.

HORS D'OEUVRES.

Canapes a la Diana.

SOUP.

Ox Tail Soup.

FISH.

Fried Red Mullet and Tartare Sauce.

ENTREES.

Chicken en Compote.

Grilled Beefsteak a la Maitre d'Hotel.

Lobster Patties.

CURRY.

Goa.

JOINTS.

Roast Ribs of Beef.

Roast Duck and Green Peas.

Boiled Bacon and Cabbage.

COLD ENTREES.

Cold Roast Lamb, Mint Sauce and Haricots.

Beef Salad.

SWEETS.

Caramel Pudding.

Vanilla Ice Cream and Finger Cakes.

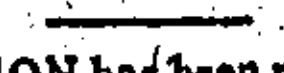
Tipsey Cake Cranberry Tart.

DESSERT.

Coffee.

Fruit.

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GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE (NIGHT FIRING) will be carried out on THURSDAY, the 4th May, at Pak-sha-wan towards entrance to Junk Bay, at ranges of 600 to 4,000 yards, commencing at 7 P.M., and finishing at 8 P.M., if the range is clear.

If the weather is unfavourable on the above date, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

L. BARNES-LAWRENCE, Captain, R.N., Harbour Master, &c.

Harbour Department, Hongkong, 28th April, 1905. [518]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

WEDNESDAY,

the 3rd May, 1905, at 11 A.M., at their

Salerooms, No. 8, Des Vaux Road,

corner of Ice House Street,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DEUCALION"	30th April.
GLASGOW and LIVERPOOL	"KINTUCK"	6th May.
GLASGOW and LIVERPOOL	"MENELAUS"	18th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May.
GLASGOW and LIVERPOOL	"HECTOR"	22nd May.
GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.

S.S. "Deucalion" left Singapore at noon on the 25th instant, and may be expected to arrive here about the 30th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
AMSTERDAM, LONDON & ANTWERP	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th April, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO and TIENSIN	"KANSU"	1st May.
MANILA	"TRAN"	2nd "
SHANGHAI	"WOSUNG"	3rd "
CEBU and ILOILO	"KAIFONG"	6th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"TSINAN"	13th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.M.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th April, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	1540	R. Rodger	MANILA	SATURDAY, 29th April, at Noon.
RUBI	1540	A. H. Nalley	"	SATURDAY, 6th May, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 28th April, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"ATHOLL"	15th May, 1905.
"NORDPOL"	15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.PORTLAND, OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	1,370	Brehmer	May 1st, 1905.
"ARABIA"	1,483	Bable	May 11th,
"ARAGONIA"	1,498	Schuld	May 30th,
"NICOMEDIA"	1,370	Wagner	June 20th,

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN
"KWONG TUNG" 1,138 H. W. WALKER
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey \$4
Meals \$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"AMARA"	SUNDAY, 30th April, Daylight.
SHANGHAI	"WAISHING"	TUESDAY, 2nd May, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 5th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	TUESDAY, 9th May, 3 P.M.
KUDAT and SANDAKAN	"MAUSANG"	THURSDAY, 11th May, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.
General Managers.

Hongkong, 28th April, 1905.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the
above Ports, on SUNDAY, the 30th instant, at
Daylight, instead of as previously advertised.For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 27th April, 1905.COMPAGNIE DES MESAGERIES
MARITIMES.

PAQUEBOTS—OSTRE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain — will be despatched for the above
Ports, on or about MONDAY, the 1st May.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 25th April, 1905.EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports,
and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched for the above
Ports, on SATURDAY, the 6th proximo,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with the
Electric Light.
A duly qualified Surgeon and Stewardess are
carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 11th April, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER."

Captain McIntosh, will be despatched as above
on or about the 15th May, 1905.For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 17th April, 1905.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.via PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).

SAILINGS FROM HONGKONG.

Steamship	About
"SAGAMI"	20th May, 1905.
"HINDUSTAN"	6th June, "
"ERROLL"	following.

For Freight and further information, apply
to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 19th April, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M., and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Stewage, 10 cents.Tiffin and Dinner can be supplied
either on board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th November, 1904.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"AMARA"	SUNDAY, 30th April, Daylight.
SHANGHAI	"WAISHING"	TUESDAY, 2nd May, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 5th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	TUESDAY, 9th May, 3 P.M.
KUDAT and SANDAKAN	"MAUSANG"	THURSDAY, 11th May, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.
General Managers.

Hongkong, 28th April, 1905.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "HINDUSTAN,"
FROM NEW YORK.CONSIGNEES of Cargo are hereby informed that
all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 28th April will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
30th April, or they will not be recognized.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 28th April at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 25th April, 1905.

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NUMANTIA,"
FROM PORTLAND (OR), YOKOHAMA,
KOBE AND MOJI.The above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Counter-
signature and to take immediate delivery of their
goods from alongside.Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.ALLAN CAMERON,
General Agent.

Hongkong, 24th April, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M. SATURDAY, the 22nd
instant will be landed at Consignees' risk and
expense into Godowns at East Point.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 20th April, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.This vessel brings on Cargo:—
From London, &c., *ex S.S. Egypt*.
Optional Goods will be landed here unless
instructions are given to the contrary before
10 A.M. TO-MORROW.Goods not cleared by the 4th proximo, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns.L. S. LEWIS,
Acting Superintendent.

Hongkong, 27th April, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA,"
FROM BOMBAY AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.Goods not cleared by the 30th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No Claims will be admitted after the goods
have left the Godowns.L. S. LEWIS,
Acting Superintendent.

Hongkong, 24th April, 1905.

FROM HAMBURG, PENANG
AND SINGAPORE.

THE Steamship

"ELITA NOSSACK"

Captain Lassen, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 3rd May will be subject
to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 3rd May at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 26th April, 1905.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"SENEGAMBIA"

Captain Jaburg, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 1st May will be subject
to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 1st May at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 24th April, 1905.

FROM ROTTERDAM, ANTWERP,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"LANGBANK"

Shipping.

Arrivals.

Michael Jensen, Ger. s.s. 2,440, H. Bendixen, 26th April—Hamburg 21st Feb, Singapore 7th April, Cebu 18th, and Manila 24th, Ballast—J. & Co.

Woonung, Br. s.s. 1,103, Dawson, 27th April—Shanghai 23rd April, Gen.—B. & S.

Tydeus, Br. s.s. 4,799, M. H. F. Jackson, 27th April—Shanghai 4th April, Gen.—B. & S.

Erbat, Dut. s.s. 1,084, Steege, 27th April—Swatow 24th April, Ballast—Meyer & Co.

Aldania, Br. s.s. 2,208, H. Nicholson, 27th April—Molli 20th April, Coals.—M. B. K.

Bantu, Br. s.s. 2,661, A. W. Wooster, 27th April—Singapore 21st April, Gen.—N. V. K.

Keong Wal, Ger. s.s. 1,115, Köhler, 28th April—Bangkok 18th April, Rice.—B. & S.

Teau, Br. s.s. 1,346, C. Lindbergh, 28th April—Manila 25th April, Gen.—B. & S.

Haimun, Br. s.s. 1,750, A. J. Robson, 28th April—Tamsui 25th April, Amoy 26th, and Swatow 27th, Gen.—D. L. & Co.

Charterers at the Harbour Office.

Hoching, for Kwong-chow-wan.

Middlem, for Singapore.

Paul, for Macao.

Yingling, for Canton.

Kuangle, for Shanghai.

Tak Hing, for West River.

Ataka, for Canton.

Pitcher, for Swatow.

Boeing, for Shau-tung.

Tring, for Hongkong.

Tai, for Canton.

Algod, for Shanghai.

Algod, for Kuchinozu.

Yueneng, for Manila.

Winghai, for Macao.

Germania, for Cheloo.

Departures.

April 28.

Mongolia, for San Francisco.

Gaea, for Hongkong.

Moyu, for Shanghai.

Tanglin, for Hongkong.

Chia, for Shanghai.

Yueneng, for Manila.

Kuangle, for Shanghai.

Germania, for Cheloo.

Algod, for Kuchinozu.

Yueneng, for Manila.

Winghai, for Macao.

Germania, for Cheloo.

Shipping Report.

Str. Haimun, from Coast Ports—Light to moderate S.W. winds, weather very foggy.

Str. Woonung from Shanghai—Light southerly to S.W. breeze with thick passing fog banks, and smooth sea.

Str. Michael Jensen from Hamburg, &c.—During the voyage fine weather. We made a quick passage from Hamburg to Algier (taking 10 days) 7 days 12 miles average speed, from there we went to Port Said, Colombo, Singapore etc.; but during all the time we must say we had a beautiful weather until this morning, because fog kept us waiting for 8 hours at Gap Rock.

Vessels in Port.

Arrivals.

Caffia, Br. s.s. 1,309, R. Berger, 24th April—Barry 3rd May, Coal—Order.

Chowai, Ger. s.s. 1,105, H. Textor, 24th April—Bangkok 18th April, Rice.—M. & Co.

Ellia Nossack, Ger. s.s. 1,100, W. Lassen, 24th April—Singapore 19th April, Gen.—H. A. S. Co.

Emma Luyken, Ger. s.s. 1,160, H. Martens, 24th April—Singapore 19th April, Gen.—H. A. S. Co.

Lighting, Br. s.s. 1,121, J. G. Spence, 24th April—Calcutta 8th April, Penang and Singapore 19th, Gen.—D. S. & Co. Ltd.

Macquies, Br. s.s. 2,071, St. John George, 25th April—Molli 21st April, Coal—G. L. & Co.

Madelaine Rickmers, Ger. s.s. 1,657, D. Reimers, 19th April—Bangkok 12th April, Rice and Meal.—W. & Co.

Nassoria, Ger. s.s. 1,600, Cantieni, 26th April—Shanghai 22nd April, Gen.—A. L.

Norman Isles, Nor. s.s. 2,191, Sane, 25th April—Molli 20th April, Coal—Order.

Numania, Ger. s.s. 2,803, H. Brehmer, 23rd April—Portland and Molli 18th April, Gen.—P. & A. S. S. Co.

Quinta, Ger. s.s. 987, L. Fratin, 25th April—Salgon 21st April, Gen.—Order.

Rajpaul, Br. s.s. 3,611, Geo. Craig, 21st April—Molli 13th April, Coal—J. M. & Co.

Socotra, Br. s.s. 3,896, C. J. Benton, R.N., 27th April—Singapore 21st April, Ballast—P. & O. S. N. Co.

Tijmah, Dut. s.s. 6,000, N. de Bruijn, 7th April—Makassar 19th April, Gen.—J. C. J. L.

Toly, Aust. s.s. 741, J. Engier, 25th April—Bangkok 18th April, Rice—Hung Lee.

Zafro, Br. s.s. 1,611, R. Podger, 24th April—Manila 21st April, Gen.—S. T. & Co.

Sailing Vessels.

A. G. Ropes, Am. ship, 2,201, D. H. Riner, 16th May—Philadelphia 15th Oct, 1901, Case 711—S. O. Co.

B. P. Hitchcock, Am. ship, 2,286, E. V. Gates, 22nd May—New York, Oil and Wax.—S. O. Co.

West York, Br. ship, 720, W. J. L. Fosta, 13th April—Newcastle 15th Jan, Coal—E. A. T. Co.

Steamers Expected.

Vessels From Agents Due

China, Manila, P. M. Co., April 29

Yokohama, S. W. & Co., April 29

Davao, Singapore, B. & S., April 29

Emp. of Japan, C. P. R. Co., May 1

Great Simoa, Singapore, M. & Co., May 1

Pekin, Singapore, P. & O. Co., May 1

Sulazang, Singapore, M. & Co., May 1

Arabia, Portland, P. & A. S. S. Co., May 1

C. Ferd. Laeiz, Singapore, P. & A. S. S. Co., May 1

Athens, Vancouver, C. P. R. Co., May 8

P. Sigmund, Sydney, M. & Co., May 8

Kamsang, Singapore, M. & Co., May 9

Hongkong & Whampoa Dock Returns.

B. Bjornsen, at Kowloon Dock.

Litana, at Kowloon Dock.

Nomania, at Kowloon Dock.

Hercules, at Kowloon Dock.

Ships Passed the Canal.

Outward—1st April—Arcadia, Yunnan.

4th April—Arcadia, Danzig, Mombasa, C. Ferd. Laeiz, Nippon, Benmore, Safuma, Transh, Wk. 7th April—Yunnan, Ernst.

8th April—Monarch, St. Eberli, India, 11th April—Kintuck, Travu, Athens, Thiercklen, Charis, Withou, Sefang, 19th April—Ningchow, Menulus, Almore, Palom, Sultour, 18th April—Andalusia, Bayern, Bismarck, March, Tiger, Briceola, Sambla, Steiner, St. George, 29th April—Banhar, Benhar, Hacto, Karmun, Pakling, Polyneim, Scottish Monarch, Aberlour, Tagkutan, Old, Kappa, Manila, Tannens, Zambit.

Homeward—1st April—Caldonia, Dineu, 11th April—St. Fuch, 15th April—Japan, 18th April—Persia, Richmond Castle, 20th April—Monmouthshire, Palocus, Prima, Regent, Luthold, Rhennia.

Arrivals at Home—25th March—Himalaya, 28th March—Glaucus, 31st March—Avala, 1st April—Galle, Ambria, Crydon, China, Sachien, 4th April—Ajaz, 8th April—Glaucus, 11th April—Idomeneu, 15th April—Nucantaur, Formosa, 18th April—Alia, Baralong, Glenoglen, Seneca, 25th April—Princess Alice, Ocean's, Princess Marie, Denbighshire.

Post Office.

A Mail will close for—

Manila—Per Zafro, 29th April, 11 A.M.

Singapore—Per M. Rickmers, 29th April, 11 A.M.

Macao—Per Heungshan, 29th April, 11 A.M.

Singapore, Penang and Calcutta—Per Light, 29th April, 5 P.M.

Shanghai—Per Amara, 29th April, 5 P.M.

Swatow and Bangkok—Per Chowat, 30th April, 9 A.M.

Swatow, Amoy and Tamsui—Per Haimun, 30th April, 9 A.M.

Molli, Kobe and Portland, Or.—Per Numan, 30th May, 9 A.M.

Cheloo and Tientsin—Per Konsu, 1st May, 11 A.M.

Frederick, Wilhelmshafen, Herberstshof, Katoli, Brisbane, Sydney and Melbourne—Per Asia, Waldemar, 2nd May, 10 A.M.

Shanghai, Molli, Kobe and Yokohama—Per Haimun, 2nd May, 10 A.M.

Europe, K. India, via Tuticorin—Per Arnold, Balte, 2nd May, 11 A.M.

Singapore, Penang and Calcutta—Per Atropin, Apcar, 2nd May, 2 P.M.

Shanghai—Per Watking, 2nd May, 3 P.M.

Manila—Per Tain, 2nd May, 3 P.M.

Molli, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per Lira, 2nd May, 3 P.M.

Singapore and Penang—Per Trieste, 2nd May, 4 P.M.

Shanghai—Per Wansun, 3rd May, 3 P.M.

Cebu and Manila—Per Kaitong, 5th May, 3 P.M.

Manila—Per Luonging, 5th May, 3 P.M.

Manila—Per Rub, 6th May, 9 A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Empire, 6th May, 10 A.M.

Europe, K. India, via Tuticorin—Per Coromandel, 6th May, 11 A.M.

Cebu and Manila—Per Kaitong, 6th May, 11 A.M.

Singapore, Penang and Calcutta—Per Spiazang, 6th May, 2 P.M.

Shanghai, Nagsaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 10th May, 10.30 A.M.

Europe, K. India, via Tuticorin—Per Pelusius, 10th May, 11 A.M.

Kudat and Sandakan—Per Mausing, 11th May, 3 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Trianon, 13th May, 3 P.M.

Shanghai, Nagsaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Athenian, 24th May, 11 A.M.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 A.M., and that for Canton at 9 A.M.

Mails for Namiao, Sanbue, Kongmoon, Kumbuk, Samshui, Wuchow and Canton every evening at 5 P.M. On Sundays the mails will be closed at 9 A.M.

No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

PEAK.

Aucott, E. F. Louder, Mr.

Atkinson, R. D. Martin, Mr.

Bestie, J. B. Moxon, Mr. and Mrs.

Beggs, M. R. Herbert

Berwick, Capt. and Mrs. Oliver, Mr. and Mrs.

Bunsey, Col. and Mrs. O'Neil, J. J. Hoogh

Chichester, Major and Mrs. Painter, Maj. and Mrs.

Mrs. A. A. Parker, R.N. A. R.

Courtney, G. Parker, Major

Dixon, Mr. Paxton, Capt. H. W.

Dymock, Lieut. A. Phillips, Major

Flitwell, Capt. Pollock, K.C. Mr.

Gale, Capt. Rymer, Mr. and Mrs.

Gani, A. R. Saver, Mrs.

Gibbs, Dr. and Mrs. Sinclair, A.

Gibbs, Dr. and Mrs. Smith, Mr. and Mrs.

H. P. Brotherton, Smith, Mr. and Mrs.

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H. P. Brotherton, Smith, Mr. and Mrs.

H. P. Brotherton, Smith, Mr. and Mrs.

HONGKONG.

Anslan, W. Mc. Kemp-Walsh, H. A.

Bartlett, Miss. Lees, H.

Bennett, Mr. M. Bingham, Mr. & Mrs. Marston, Dr. O.

Bingham, Mr. & Mrs. Marston, Dr. O.

Birbeck, R. J. Miller, P. L.

Bissell, W. S. Mohr, R.N., Mrs. W. M.

Blaney, S. Moon, Mr. & Mrs. F. M.

Blaney, Mrs. Morgan, A. F.

Blaney, Miss. Morrow, Miss

Blay, D. K. Morris, Mr. and Mrs.

Boggan, Mr. and Mrs. J. H.

Bonner, E. A. Newington, A. G.

Bonwick, Mrs. R. W. Omas, C. M.

Brenner, J. P. Parry, W.

Briggs, J. B. Pennycook, Mrs. A.

Brown, Miss Morgan. Perkins, Mr. and Mrs.

Buck, Hart. Perkins, Mr. and Mrs.

Clark, Hon. Dr. Francis. T. L.

Clark, T. Platt, E. V.

Craus, Mr. and Mrs. Putnam, Mr.

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Craus, Mr. and Mrs. Putnam, Mr.

Craus, Mr. and Mrs. Putnam, Mr.

Mails.

MESSAGERIES
MARITIMES

FRENCH-MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ARMAND BEHIO,"

Captain E. Guionnet, will be despatched for
MARSEILLES on TUESDAY, the 2nd
May, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. DUMBEA 16th May.

S.S. ERNEST SIMONS 30th May.

S.S. POLYNESIAN 13th June.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th April, 1905. [7]



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain G. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from
this port for BOMBAY, on SATURDAY, the
5th May, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Victoria, 6,522 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuable, all Cargo for Fran-
ce and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arabia,
due in London on the 18th June.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to:

L. S. LEWIS,
Acting Superintendent.

Hongkong, 22nd April, 1905. [2]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Lyra	4,417	G. V. Williams	At May 2
Hyades	3,753	Geo. Wright	At May 23

1 Cargo only.

Steamer marked (*) have no second-class
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation for
first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 25th April, 1905. [8]

BOO CHEONG.

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

Always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclopedia
and Klamms Duplicate.
Hongkong, 23rd February, 1905. [64]

For Sale.

FOR SALE.

ONE—21-foot—TRUSTCOTT MOTOR
BOAT, handsomely finished, fitted with
Cushions, Awning, &c. A brand new 31 Horse
Power Motor never been used for more than
test trials, everything in excellent condition,
speed 9 miles.

Apply to—
ORIENTAL CONSTRUCTION CO.,
Alexandra Buildings,
Hongkong, 13th April, 1905. [469]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSEN & CO.,
Hongkong, 10th January, 1905. [57]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

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[51]

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Hongkong, 2nd May, 1905. [54]

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Hongkong, 4th June, 1904. [67]

TSIN TING.

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STUDIO AT NO. 14, D'ARQUER STREET.

REASONABLE FEES.
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STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.						
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